

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A travel vibration suppressing device disposed in a working vehicle, the travel vibration suppressing device absorbing a pressure pulsation generated in an actuator when the working vehicle is traveling, and comprising:
  - a hydraulic pump;
  - at least one actuator having a pressure chamber and being actuated by pressure oil discharged from the hydraulic pump;
  - an accumulator connected to the pressure chamber in the at least one actuator for absorbing a pressure pulsation generated in the pressure chamber;
  - a directional control valve for controlling a supply and a discharge of the pressure oil to the at least one actuator; and
  - a ride control valve for switching a communicating state and a cutout state between the accumulator and the pressure chamber, the cutout state being a state in which flow of pressure oil through the ride control valve to and from the accumulator and the pressure chamber is prevented,
- wherein the ride control valve is located in a ride valve body,
- the directional control valve is located in a directional control valve body ~~for a boom of the working vehicle,~~
- the ride valve body is disposed on the directional control valve body in a laminated manner,
- the ride control valve and the directional control valve are connected through an internal piping in the ride valve body and the directional control valve body,
- the travel vibration suppressing device comprises a first pressure sensor for detecting a load pressure of the at least one actuator,

a communication opening area of the ride control valve which communicates between the accumulator and the pressure chamber is controlled on a basis of a detected signal from the first pressure sensor, and

the communication opening area is relatively small when a load pressure detected by the first pressure sensor is a relatively high load pressure and the communication opening area is relatively large when a load pressure detected by the first pressure sensor is a relatively low load pressure.

2. (Cancelled)

3. (Previously Presented) The travel vibration suppressing device according to claim 1, comprising a second pressure sensor for detecting a pressure of an accumulator, wherein

a switching position of the ride control valve is controlled by a detected pressure of the accumulator detected by the second pressure sensor and the load pressure of the actuator detected by the first pressure sensor,

when the detected pressure detected by the second pressure sensor is higher than the pressure detected by the first pressure sensor, the ride control valve is switched to a position where the accumulator is connected to a tank, and

when the detected pressure detected by the second pressure sensor becomes equivalent to the load pressure of the actuator from a state in which the detected pressure detected by the second pressure sensor is higher than the pressure detected by the first pressure sensor, the ride control valve is switched to a position where the accumulator is communicated with the pressure chamber.

4. (Currently Amended) A travel vibration suppressing device disposed in a working vehicle, the travel vibration suppressing device absorbing a pressure pulsation generated in an actuator when the working vehicle is traveling, and comprising:

a hydraulic pump;

at least one actuator having a pressure chamber and being actuated by pressure oil discharged from the hydraulic pump;

an accumulator connected to the pressure chamber in the at least one actuator for absorbing a pressure pulsation generated in the pressure chamber;

a directional control valve for controlling a supply and a discharge of the pressure oil to the at least one actuator; and

a ride control valve for switching a communicating state and a cutout state between the accumulator and the pressure chamber, the cutout state being a state in which flow of pressure oil through the ride control valve to and from the accumulator and the pressure chamber is prevented,

wherein the ride control valve is located in a ride valve body,

the directional control valve is located in a directional control valve body ~~for a boom of the working vehicle,~~

the ride valve body is disposed on the directional control valve body in a laminated manner,

the ride control valve and the directional control valve are connected through an internal piping in the ride valve body and the directional control valve body,

the travel vibration suppressing device comprises a first pressure sensor for detecting a load pressure of the at least one actuator, and a travel state detecting sensor for detecting a travel state of the working vehicle, wherein

a communication opening area of the ride control valve which communicates between the accumulator and the pressure chamber is controlled based on at least any one of the load pressure of the actuator detected by the first pressure sensor and the travel state of the working vehicle detected by the travel state detecting sensor, and the communication opening area is set equal to or less than the upper limit

~~when an operation for increasing the communication opening area is performed,~~  
~~a value of an upper limit of the communication opening area is controlled on a basis of a degree of the load pressure of the actuator detected by the first pressure sensor and a degree of the travel state of the working vehicle detected by the travel state detecting sensor.~~

5. (Currently Amended) The travel vibration suppressing device according to claim 4, wherein, when an increase of the load pressure of the actuator is detected by the first pressure sensor and/or when an increase of a traveling speed of the working vehicle is detected by the travel state detecting sensor, the communication opening area becomes smaller than the upper limit of the communication opening area ~~the value of the upper limit is controlled to be smaller.~~

6. (Cancelled).

7. (Cancelled).

8. (Previously Presented) The travel vibration suppressing device according to claim 1, further comprising a speed increasing valve for increasing a supply amount of the pressure oil from the hydraulic pump to the actuator, wherein the speed increasing valve is located in a speed increasing valve body, and the speed increasing valve and the ride control valve or the directional control valve are connected through the internal piping in each body and/or an external piping outside of each body.

9. (Currently Amended) A travel vibration suppressing device disposed in a working vehicle, the travel vibration suppressing device absorbing a pressure pulsation generated in an actuator when the working vehicle is traveling, and comprising;

a hydraulic pump;

at least one actuator actuated by pressure oil discharged from the hydraulic pump;

an accumulator connected to a pressure chamber in the at least one actuator for absorbing a pressure pulsation generated in the pressure chamber;

a directional control valve for controlling a supply and a discharge of the pressure oil to the at least one actuator; and

a ride control valve for switching a communicating state and a cutoff state between the accumulator and the pressure chamber,  
wherein the ride control valve is located in a ride valve body,  
the directional control valve is located in a directional control valve body for a boom,

the ride valve body is disposed on the directional control valve body in a laminated manner,

the ride control valve and the directional control valve are connected through an internal piping in the ride valve body and the directional control valve body,

the travel vibration suppressing device comprises a speed increasing valve for increasing a supply amount of the pressure oil from the hydraulic pump to the at least one actuator,

the speed increasing valve is located in a speed increasing valve body,

the speed increasing valve is disposed on the ride valve body or the directional control valve body in a laminated manner, and

the speed increasing valve and the ride control valve or the directional control valve are connected through the internal piping in each body and/or an external piping outside of each body.

10. (New) The travel vibration suppressing device according to claim 1, wherein the directional control valve is located in a directional control valve body for a boom of the working vehicle.

11. (New) The travel vibration suppressing device according to claim 4, wherein the directional control valve is located in a directional control valve body for a boom of the working vehicle.

12. (New) The travel vibration suppressing device according to claim 12, wherein the directional control valve is located in a directional control valve body for a boom.